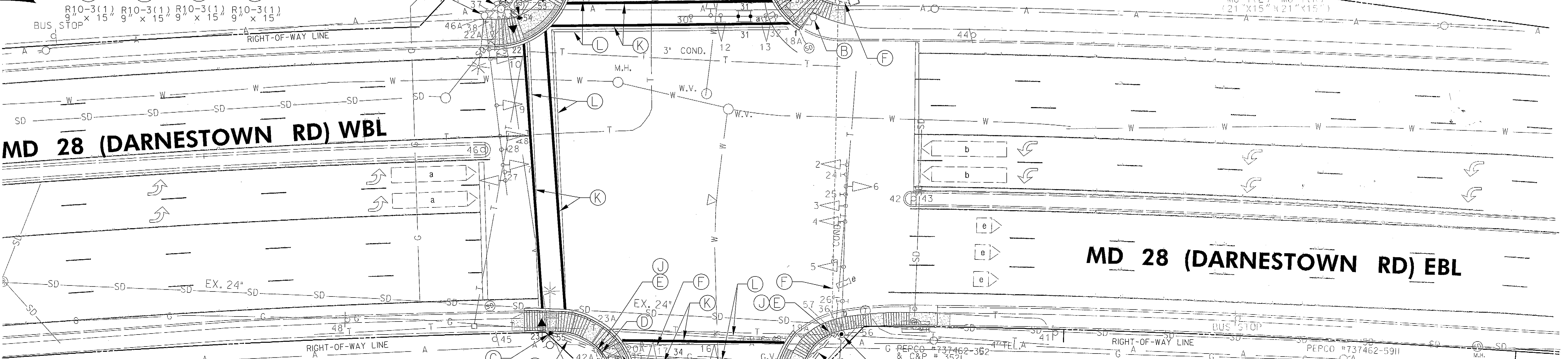
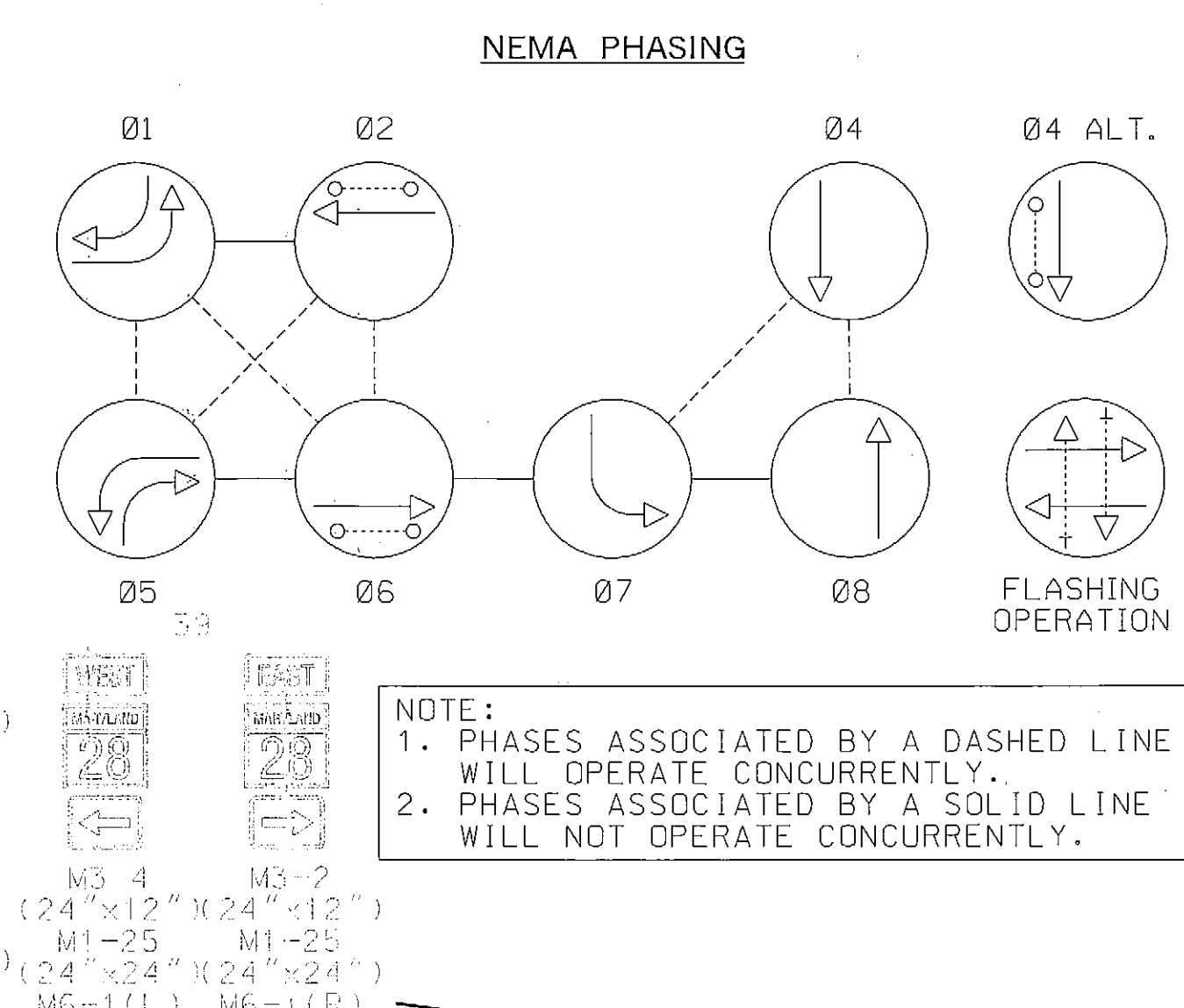
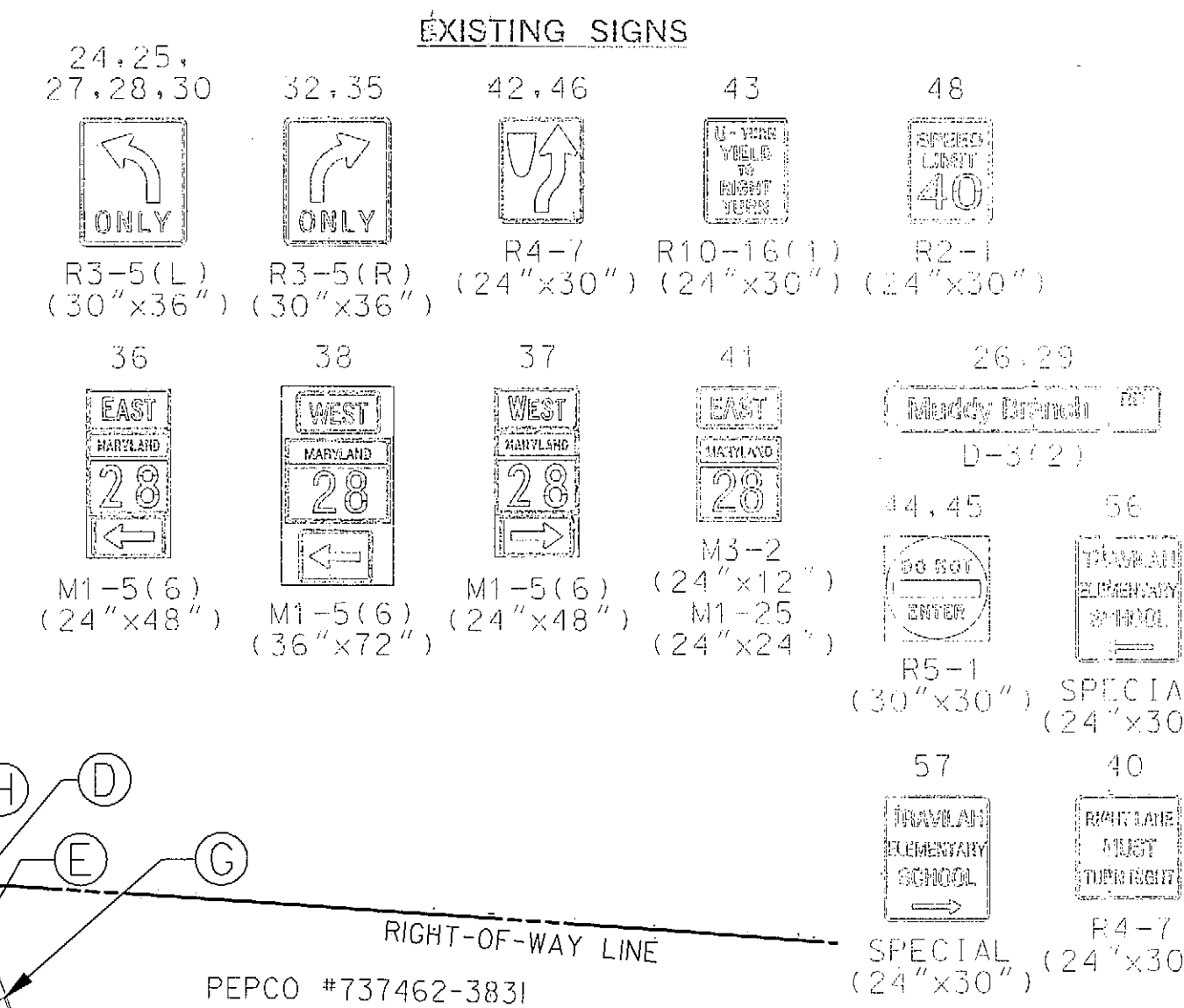
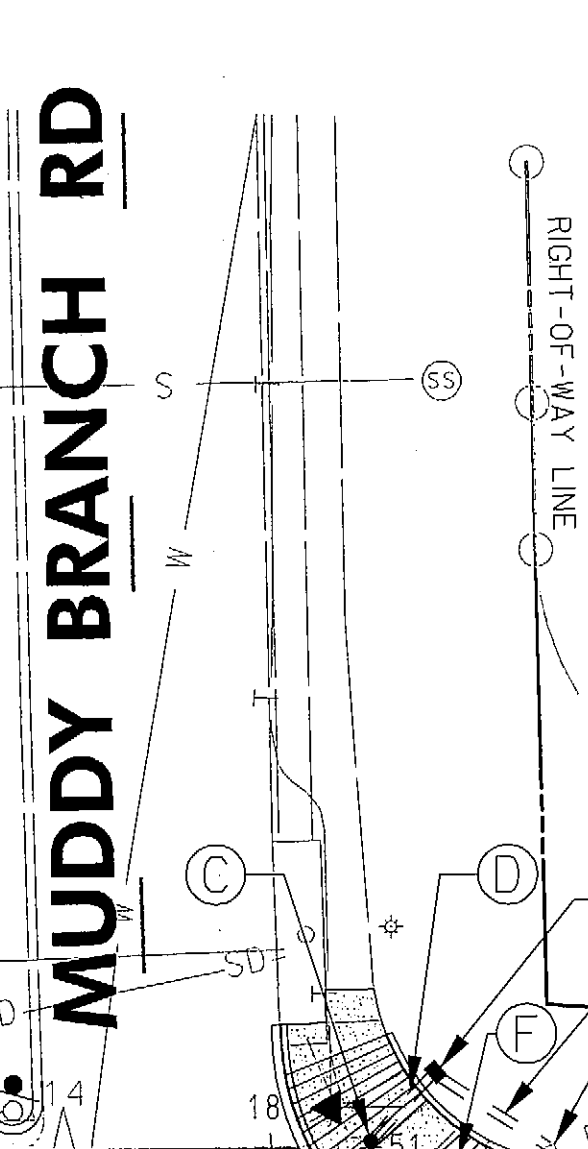
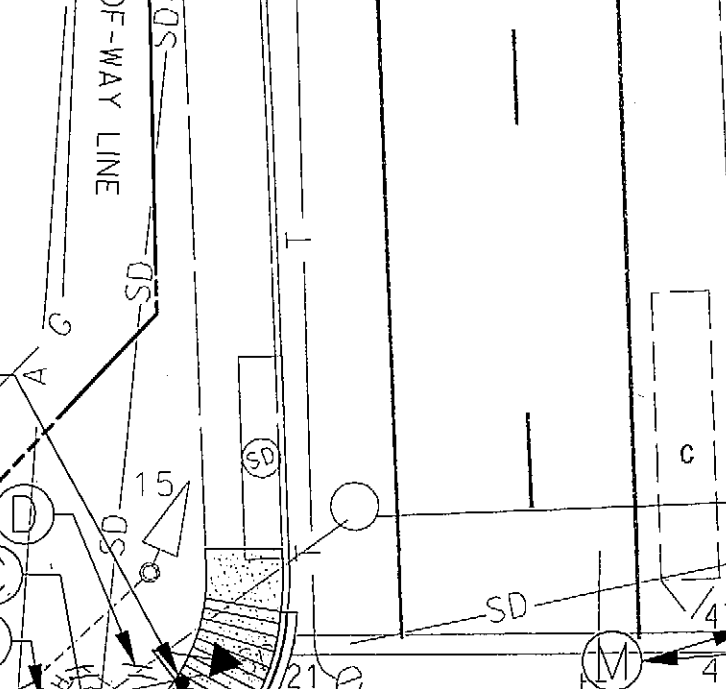
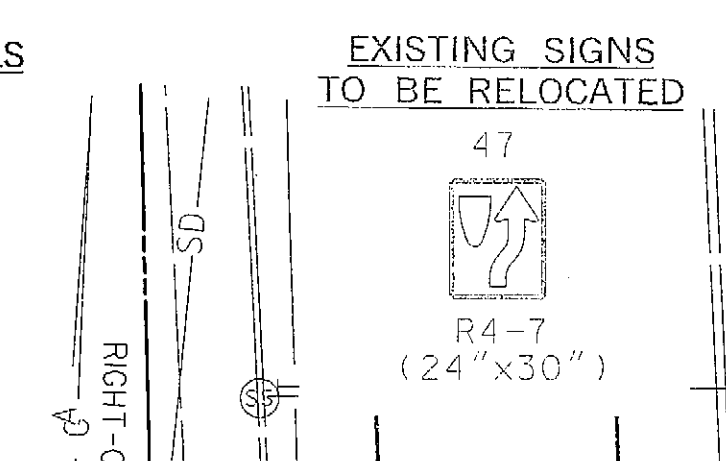
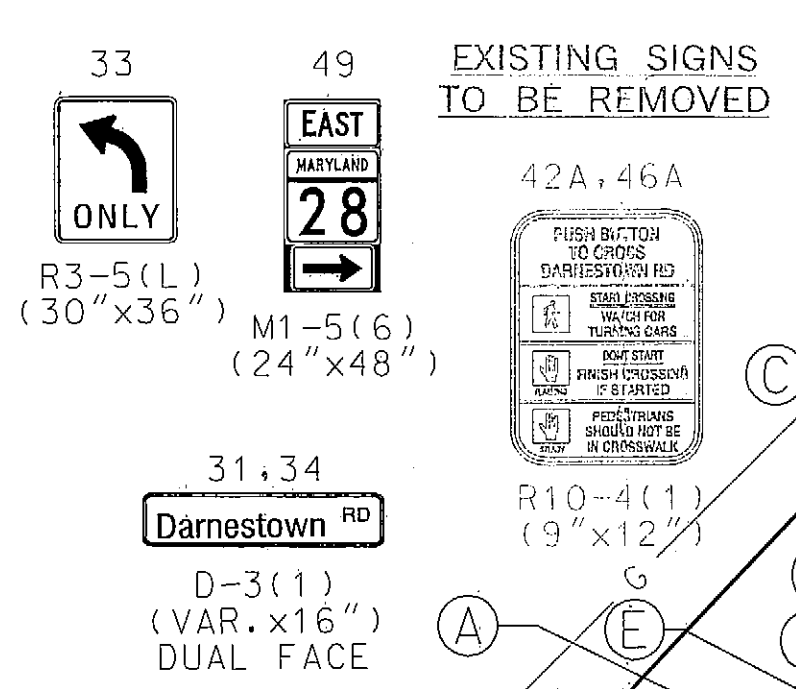
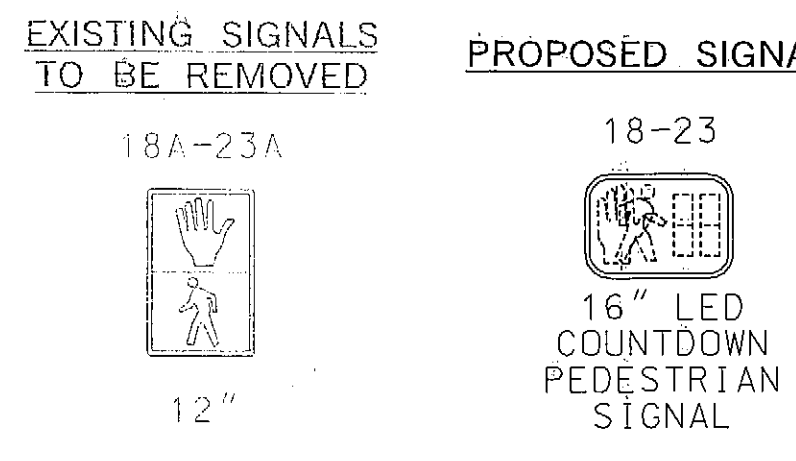
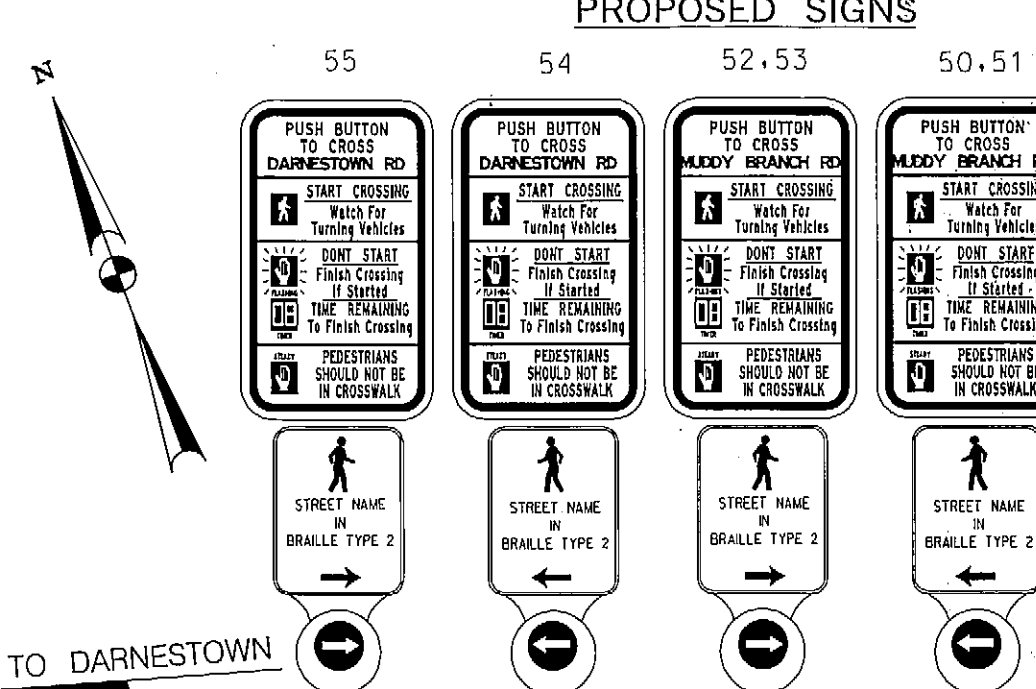
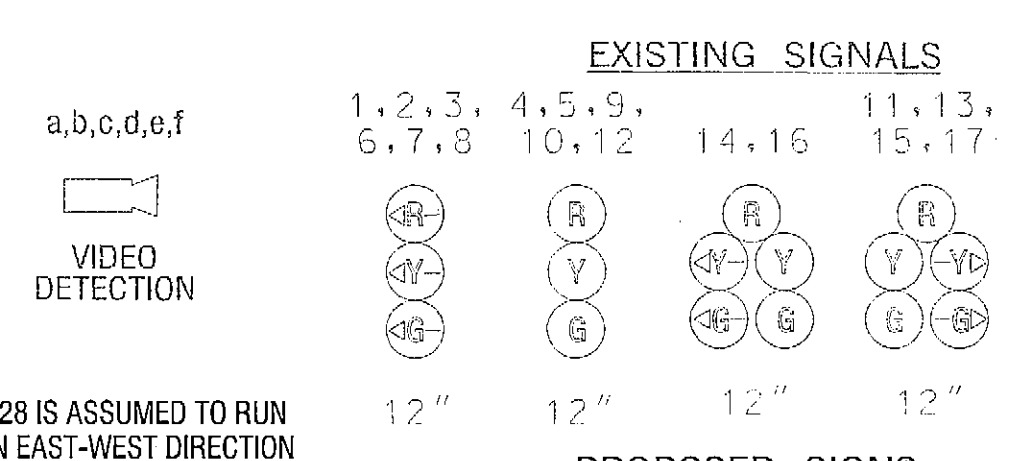


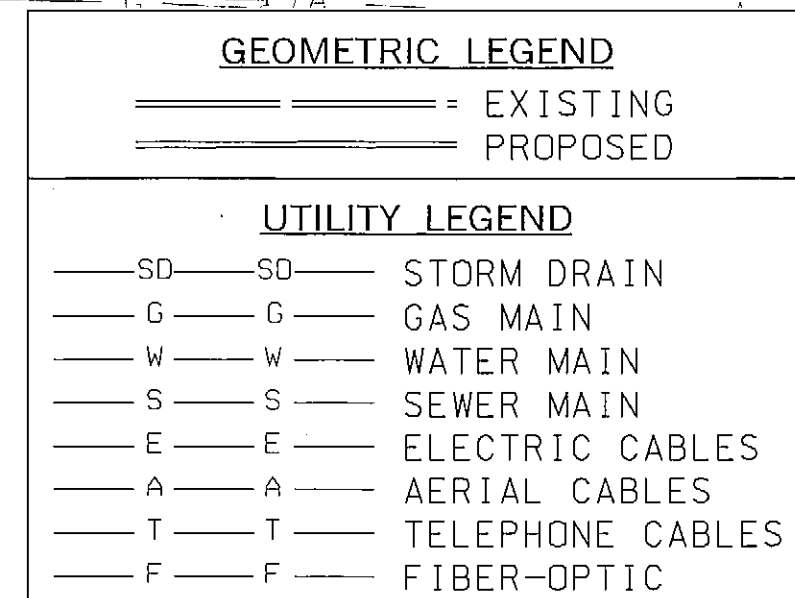
BY: Aaron Hottenstein Division: P068 Highway Traff GMA Emp



- CONSTRUCTION DETAILS:
- A. REMOVE EXISTING PEDESTRIAN SIGNALS, PUSHBUTTON AND SIGN FROM SIGNAL POLE.
- B. REMOVE EXISTING PEDESTRIAN SIGNAL FROM SIGNAL POLE.
- C. INSTALL AN 18"x36" CONCRETE FOUNDATION WITH A 10 FOOT PEDESTAL POLE, 16-INCH COUNTDOWN LED PEDESTRIAN SIGNAL, APS PUSHBUTTON AND SIGN (1-2" CONDUIT BEND). (STANDARD NO. MD 801.01-01)
- D. FURNISH AND INSTALL 2 INCH RIGID PVC CONDUIT - TRENCHED.
- E. USE EXISTING HANDHOLE.
- F. USE EXISTING CONDUIT.
- G. USE EXISTING CONTROLLER.
- H. INSTALL ELECTRICAL HANDHOLE.
- J. ADJUST HANDHOLE FRAME AND COVER.
- K. INSTALL 12-INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
- L. REMOVE EXISTING PAVEMENT MARKING.
- M. RELOCATE EXISTING GROUND MOUNTED SIGN.
- N. ADJUST GAS VALVE COVER.

- APS PUSHBUTTON NOTES:
1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIG. 4E.3 AND 4E.4 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
4. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
5. SIGNAL POLES WITH PUSHBUTTONS MAY HAVE THE FOUNDATION INSTALLED AS PART OF THE CURB OR SIDEWALK AS DIRECTED BY THE ENGINEER.

- GENERAL NOTES:
1. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
2. REMOVE ALL POLE FOUNDATIONS 12 INCHES BELOW GRADE.
3. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL PROJECT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
5. ALL UNUSED SIGNAL CABLES SHALL BE REMOVED FROM TRAFFIC SIGNAL CONDUITS.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE CONTACT THE PROJECT ENGINEER.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04.
8. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
9. CONTRACTOR TO REMOVE EXISTING LANDSCAPE AS NECESSARY TO INSTALL TRAFFIC SIGNAL EQUIPMENT.
10. RIGHT-OF-WAY INFORMATION AS SHOWN ON SIGNAL PLAN OF RECORD.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 28 (DARNESTOWN ROAD) AT
MUDDY BRANCH ROAD
ROCKVILLE, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE JULY 1983 CONTRACT NO. BW-730-802-3412

DESIGNED BY COUNTY MONTGOMERY

DRAWN BY T.Z. LOGMILE 15002817.77

CHECKED BY T.W. TMS NO.

F.A.P. NO. N/A TOD NO.

TS NO. 1915 E DRAWING SG-1 OF 3 SHEET NO. 16 OF 24

APPROVALS

TEAM LEADER

ASSIST. DIR. CHIEF

DIVISION CHIEF

OFFICE DIRECTOR

REVISIONS

APC/BRADA UPGRADES
TIME NO. L735

MARCH 2013
CONTRACT NO. X1101818

KCI

INSTALL 155 FT TURN LANE
TIME NO. F483

GS MAR DAZ DAZ BY BR

C 10-40 NEW MD 28 GEOMETRICS

O.X.

ENGINEERS
PLANNERS
SCIENTISTS
CONSTRUCTION MANAGERS

KCI TECHNOLOGIES

936 RIDGEBROOK ROAD
SHIRKS, MARYLAND 21152
TELEPHONE: (410) 316-7800
FAX: (410) 316-7818

PLOTTED: 08:01 AM on Tuesday, April 16, 2013
FILE: M:\2009\01090919.87\Drawings\SG-P068-MD28.dgn